

# SPOKANE REGIONAL TRANSPORTATION COUNCIL

Unified Planning Work Program  
Fiscal Years 2006-2007  
July 1, 2005 to June 30, 2007

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### **Purpose:**

Spokane Regional Transportation Council (SRTC), as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for Spokane County, is responsible for conducting a continuing, coordinated, and comprehensive transportation planning program that ensures transportation planning and programming is conducted consistent with Federal and State laws. This involves regional transportation policy development, public involvement, technical studies, regional transportation programs, and regional project development.

### **Development Process:**

In order to conduct a meaningful transportation-planning program, local jurisdictions, technical committees including the Transportation Technical Committee (TTC), SRTC's Citizens' Advisory Committee on Transportation (CACT), and the Washington State Department of Transportation (WSDOT) all work with the MPO staff to develop a Unified Planning Work Program (UPWP). The UPWP tasks are developed in a manner to ensure consistency with the Metropolitan Transportation Plan (MTP) and consider the activities being conducted by other participating agencies and transportation interests to avoid duplication of effort. As a result of this cooperative development process, the UPWP documents tasks that will be undertaken during the next two (2) fiscal years, with roles, responsibilities, and expected products. The UPWP is approved by the SRTC Board, submitted to the Washington State Transportation Commission, and then forwarded to the appropriate federal agencies for approval.

### **Funding Sources:**

Funds used to undertake activities in the 2005-2006 UPWP are derived from jurisdictions and agencies actively participating in the transportation-planning program, as well as from federal agencies holding a high degree of interest in a coordinated transportation planning process. This includes such agencies as the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), as well as the Environmental Protection Agency. Combined funding to support fiscal years 2006 and 2007 of the UPWP activities is estimated to be **\$ 2,587,324**. The primary sources of funds are anticipated as follows:

	<b><u>2006</u></b>	<b><u>2007</u></b>
Federal Highway Planning Fund	\$385,755	\$385,755
Federal Transit Administration 5303	104,908	104,908
Federal Highway STP/CMAQ Funds	500,000	375,000
RTPO Planning	52,485	52,485
RTPO WTP Planning	91,464	91,464
Local Funding Sources	<u>231,600</u>	<u>211,500</u>
Grand Total	<b>\$1,366,212</b>	<b>\$1,221,112</b>

## **Coordination:**

One of the primary purposes of an MPO/RTPO is to encourage coordination of transportation planning and development activities between participating jurisdictions, agencies, and interest groups. This coordination helps to ensure the optimal use of limited local, state, and federal resources. Formal coordination occurs through development of the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), UPWP, and regularly scheduled meetings of the CACT, TTC, and SRTC. Informal coordination also occurs through participation in a wide variety of activities conducted by local agencies, various civic organizations, and interest groups, and by providing technical outreach activities. For Spokane, as MPO, SRTC is responsible for planning, prioritizing, selecting, and programming projects using Federal Surface Transportation Program funds allocated to the metropolitan area. This is accomplished using objective regionally adopted project selection criteria.

Public input is another vital part in the overall transportation-planning program in the Spokane area. SRTC maintains a standing citizens committee known as the Citizens' Advisory Committee on Transportation (CACT), which provides ongoing citizen input to regional transportation planning issues. For Metropolitan Transportation Plan elements and the TIP however, additional efforts such as public outreach, mailings, workshops, open houses, and meetings are used prior to the SRTC Board's adoption or revision of official documents. Evening meetings are often conducted to ensure citizen input. This UPWP has incorporated the public involvement process adopted by the SRTC Board. An organizational chart is contained in this document that depicts the boards and committees used as part of the MPO decision-making process.

Consistent with FHWA/FTA regulations, SRTC documents its public involvement process. This process must be used when developing transportation plans or programs that have potential impact on the overall transportation system. Specifically, this process is used for the Metropolitan Transportation Plan (or an element of the Plan), Transportation Improvement Program, Major Transportation Investment Analyses, or Air Quality Conformity Analysis of the MTP or TIP. SRTC originally adopted its Public Involvement Program on July 14, 1994. It was most recently revised in 2001. SRTC also includes in the process specific outreach activities to the traditionally underserved through implementation of the SRTC Title VI Implementation Plan. This includes the identification of associations, organizations, and individuals that network in the community to ensure ample notification exists to participate in the transportation planning process. Documentation of those activities is contained in our annual report submitted to WSDOT.

Transportation analyses, conducted on behalf of WSDOT or a local agency, are provided as input to the planning or project development process. Public participation in studies conducted by the MPO are coordinated and incorporated as part of the overall planning process. A good example of developing a coordinated process has been the establishment of the Spokane Regional Transportation Management Center (SRTMC) as part of the Congestion Management System (CMS). Integrating the

SRTMC into the regional Congestion Management System provides a unique opportunity to use real time resources collected in the field to improve efficiency of the regional transportation system, thereby including proactive planning in daily practice.

### **Coordination with Adjacent MPO's**

As of March 2003, Kootenai County, Idaho has a designated metropolitan planning organization. The organization is called the Kootenai Metropolitan Planning organization (KMPO). Its eleven-member board is comprised of local elected officials from highway districts, local jurisdictions, and District 1 of the Idaho Transportation Department. While independent from one another, KMPO has contracted with SRTC for another two-year period to provide their staff support. During this time SRTC and KMPO will continue to coordinate planning and modeling efforts that affect both MPO areas.

Boards may meet semi-annually to discuss transportation-planning efforts that have cross-jurisdictional implications, such as continued growth and development, Bridging the Valley, public transportation planning, and timing of various road improvement projects.

### **Participants:**

The primary public agency participants in the ongoing regional transportation planning process for the Spokane Metropolitan Area includes:

#### **Local**

##### **City of Spokane**

Transportation Department  
Planning Department  
Engineering Department

##### **City of Spokane Valley**

Public Works Department  
Planning Department

##### **Spokane County**

Public Works Department  
Engineering Department  
Planning Department

##### **Spokane Transit Authority**

Planning and Grants Department

State

**Washington State Department of Transportation  
Eastern Regional Office  
Washington State Department of Ecology**

Federal

**Federal Highway Administration  
Federal Transit Administration  
U.S. Environmental Protection Agency**

**Significant Issues Facing the Region During this Work Program Period:**

During the next two years, the Spokane region is facing a number of significant transportation issues, most of which involve the ability to ensure transportation improvements are concurrent with development and the ability to establish a stable funding structure. Concurrency, while laudable and desirable, comes with a whole host of challenges that require addressing the current backlog of projects, those that have become the “responsibility of the public.” Many of these basic improvements needs have resulted from growth and development in locations where land was affordable and infrastructure was limited. Pre-existing platted lots in the perimeter of the urban area have resulted in congestion and failure of transportation infrastructure that was never constructed to handle either the volume or weight of traffic being placed on the system. Consequently, the public responsibility to fix these known deficiencies, while at the same time address the ongoing maintenance, operation and rehabilitation of the existing system presents a dramatic strain on resources, as well public policy priorities.

Another significant issue facing the region continues to be the overall land use development patterns. Continued migration out of the urban area, to a semi-rural environment is now competing with new infill developments that are requiring re-investment in the existing infrastructure. These competitive pressures both have definite quality of life motives; however, the ability to provide a regional transportation system that addresses accessibility, mobility and air quality issues becomes more difficult. Close coordination between land use plans and the regional transportation system has necessitated an iterative process in order to ensure an adequately sized transportation system is established. To this end, SRTC has adopted plans and policies that both encourage and support alternative land use developments capable of supporting public transportation and ridesharing activities. Comprehensive Plans in Spokane County were adopted in 2002. The City of Spokane Valley is currently updating the Comprehensive Plan to replace the interim plan adopted as part of the incorporation effort.

Transportation analyses conducted by the SRTC continue to pay close attention to the potential impacts transportation decisions may have on air quality. Along with the traditional evaluation of transportation strategies is the requirement to ensure the

Metropolitan Transportation Plan, the Transportation Improvement Program, and significant transportation projects conform to the State Implementation Plan for Air Quality in the Spokane non-attainment area. Under both the Federal Clean Air Act Amendments of 1990 (CAAA) and the Clean Air Washington Act (CAW), transportation plans, programs, or projects are not permitted to:

1. Delay timely attainment of either the Carbon Monoxide or Particulate Matter Standard
2. Cause or contribute to an existing violation
3. Create a new violation of the National Ambient Air Quality Standard (NAAQS)

In order to demonstrate that transportation plans, programs, and projects do not conflict with State/Federal air quality laws a process called Conformity is conducted. Transportation programs/projects are evaluated at both the regional and project level. This analysis must be completed prior to adoption of the plan, program, or funding of the project.

In some instances, land use and transportation policies may be developed through the local Growth Management Act (GMA) process that will conflict with the requirement to ensure compliance with the above provisions. In these cases, an interactive process has been established to achieve policies that are consistent with GMA, MPO, and air quality regulations. This UPWP provides the necessary support to conduct air quality conformity and transportation modeling analyses necessary to ensure the integration between land use and transportation planning in the decision-making process.

The Transportation Improvement Program will also continue to be a very significant activity within the 2006-2007 UPWP. This document is the culmination of tasks in the work program that provide solutions to identified problems. The TIP document identifies those projects that have been prioritized and selected from a regional perspective that move towards the regional goal of better mobility for people and goods. In order to accomplish the TIP, significant input from local, state, and federal levels is required. Projects must improve the overall transportation system, be eligible for state or federal funding, be consistent with local, regional, and state transportation plans, and demonstrate that collectively they contribute to improved air quality in the Spokane area.

The 2006-2007 UPWP provides the scope of work and budget necessary to accomplish these critical elements of the overall transportation planning process. This task can take several months to accomplish and is located within the Annual Documents category of the UPWP. Within Spokane County, the lack of available financial resources compared to the cumulative transportation needs is expected to result in significant community involvement in setting transportation priorities. During 2006-2007, SRTC will continue to work with local jurisdictions and communities to continue long-range projects and financial planning activities.

### **Defining Roles and Responsibilities:**

According to the federal planning regulations 23 CFR Part 450, Section 310, MPOs are responsible for defining roles and responsibilities between SRTC and WSDOT, Spokane Transit Authority (STA), and Washington State Department of Ecology (WSDOE) on matters pertinent to transportation planning. SRTC has agreements between these agencies related to transportation planning activities. These agreements were originally executed in 1994 and were updated in 2000. They are reviewed annually.

### **Transportation Project Selection and Programming**

Based on adopted SRTC policy SRTC, as a Transportation Management Area (TMA) of over 200,000 population, is responsible for approving all federally funded projects contained in the Regional Transportation Improvement Program (TIP). Concerning Surface Transportation Program (STP) funds allocated by Congress to TMAs, Congestion Management/Air Quality (CMAQ) funds, and Section 5307 funds, SRTC is responsible for the prioritization and selection of projects consistent with the MTP and transportation control measures contained in the State Implementation Plan (SIP) for Air Quality in the Spokane non-attainment area. The WSDOT is responsible for coordinating with SRTC, the selection of NHS, Bridge, and Safety projects subject to approval by the SRTC Board.

WSDOT, however, has created statewide competition for other federal aid funds such as the Enhancement Program. Different procedures are used for each category of funds, which are not an integral part of the MPO process. Upon successful competition at the State level, projects are submitted to SRTC requesting approval into the TIP. WSDOT Local Programs and local jurisdictions have the responsibility to carry out projects selected in the TIP. SRTC has the responsibility to monitor projects within the TIP to ensure they are completed in a timely manner consistent with the air quality conformity analysis and adopted SRTC policy. It is the responsibility of WSDOT Local Programs to process projects for funding obligation consistent with the TIP as expeditiously as possible.

### **SRTC and Spokane Transit Authority**

It is the responsibility of SRTC to conduct planning for public transportation in the context of developing and implementing a financially sound Metropolitan Transportation Plan and provide technical analysis to support various activities being undertaken by Spokane Transit Authority (STA). It is the responsibility of STA to provide operational and financial analysis necessary to support their daily operations and take advantage of market strategies. STA staff actively participates on the SRTC Transportation Technical Committee as well as in related planning activities. Currently four of STA's Board members sit on the SRTC Board. SRTC is also responsible for fulfilling FTA requirements for MPO oversight of Financial Capacity Analysis and Title VI Certification, etc.



## Transit Project Selection and Programming

Consistent with the Transportation Equity Act for the 21st Century (TEA-21), all projects carried out within the boundaries of a transportation management area using federal participation shall be selected by the Metropolitan Planning Organization in consultation with the State and in conformance with the Transportation Improvement Program and the priorities established therein. SRTC as the designated MPO is responsible for the prioritization and selection of projects proposing to use FTA Section 5307 funds. The Memorandum of Understanding between SRTC and the STA clarifies the roles and responsibilities related to the selection of projects using FTA funding sources. This includes ensuring that transit needs are met first. STA is involved in the process of determining projects to be considered, and is provided an opportunity to appeal to the SRTC Board a decision to flex 5307 funds. Project selection is consistent with the procedures established by the SRTC Board and is conducted in close coordination with STA as the designated Section 5307 recipient.

It is the responsibility of STA or any other agency to prepare an initial list of eligible projects proposing to use FTA Section 5307 funds for the SRTC Board to prioritize and select. Those projects must be consistent with the Metropolitan Transportation Plan, Transportation Improvement Program, and transportation control measures contained in the SIP if applicable.

## SRTC and Washington State Department of Ecology

The Washington State Department of Ecology has the responsibility for developing and submitting a State Implementation Plan for both Carbon Monoxide and Particulate Matter for the Spokane area to the U.S. Environmental Protection Agency (EPA). As the responsible agency, WSDOE must develop an emissions inventory, which includes emissions contributed by the transportation system. WSDOE was responsible for developing an emissions budget and demonstrating attainment of the National Ambient Air Quality Standards (NAAQS) by 1995. WSDOE failed to implement their element of the SIP in a timely manner. As a consequence, EPA redesignated the Spokane non-attainment area to a serious non-attainment area in 1998. EPA has published in the Federal Register acceptance of the CO Attainment Plan and has approved use of the published emissions budget for Air Quality Conformity purposes.

As the MPO, SRTC works with Department of Ecology to provide an estimate of vehicle miles of travel, vehicle operating speed, facility type, and percentages of daily travel by hour in order to develop and maintain a regional transportation emissions budget. This information is derived from the regional transportation model, which has been calibrated to reflect existing and future conditions. SRTC is responsible for providing coordination of meetings between the WSDOE and transportation-related agencies for the review and evaluation of possible TCMs that may be necessary to ensure an air quality attainment and maintenance plan requirements.

SRTC is also responsible for reporting actual vehicle miles of travel by functionally classified roadways each year to compare with traffic volumes projected as part of the SIP submitted to the Environmental Protection Agency (EPA). A Memorandum of Understanding has been signed between WSDOE and SRTC regarding these working relationships.

#### Providing Air Quality Conformity Analysis

The Federal Clean Air Act Amendments of 1990 (CAAA of 1990) and the Clean Air Washington Act (CAW) states SRTC as the MPO is responsible for ensuring that no regional transportation plans, programs, or projects are approved unless they are in conformance with the applicable federal or state law. Specifically, SRTC is responsible for conducting conformity determinations on transportation plans and programs, regardless of project sponsors or funding sources.

Project level conformity analysis is required on projects that will affect the regional transportation system, which is defined as those functionally classified roadways that are contained in the regional transportation model. Project level conformity is the responsibility of the State Environmental Policy Act (SEPA) lead agency, which must approve the project. The actual conformity analysis may be conducted by SRTC, the SEPA lead agency, or the project sponsor provided the processes and procedures approved by SRTC are followed. For projects not affecting the regional transportation system, the SEPA lead agency must have on file sufficient documentation to support a non-significant impact to air quality.

#### **Evaluation of Major Transportation Investments:**

Consistent with TEA-21, major highway and transit related projects are subject to transportation planning and analysis. Under this requirement, major projects, which add transportation capacity to a corridor, must review and consider the use of alternative transportation demand management, transportation system management, or alternative modes of transportation prior to completion of the environmental process. The intent is to ensure all reasonable options are considered prior to a decision to select a particular strategy. This can be accomplished as part of the decision to include a corridor in the Metropolitan Transportation Plan or during the environmental process, where a specific corridor deficiency has been identified.

SRTC will conduct transportation investment analyses for corridor improvements proposed for inclusion within the Metropolitan Transportation Plan, which have identified deficiencies. This UPWP has identified two corridor studies for the 2006-2007 fiscal years. Emerging specific projects from local or state agencies will continue to be the responsibility of the SEPA lead agency for determining the purpose and need to conduct transportation investment analysis prior to their inclusion to the Metropolitan Transportation Plan. Major investment analysis proposed during 2006-2007 time frame includes continuation of the Northeast Transportation Study as well as the potential redefinition of the traffic operations in the Spokane Central Business District.

### **Unfunded Needs in Transportation Planning Activities:**

As growth management continues to be implemented, the ability to track the cumulative impact of approvals will necessitate concurrency management at the MPO level. Additionally, as neighborhood plans are developed within the urban growth area, their coordination with the Metropolitan Transportation Plan will become increasingly important to ensure that regional mobility of people and goods is maintained through corridor planning and significant public involvement.

The greatest unfunded planning need surrounds the ability to collect accurate and timely field data to ensure the accuracy of our regional transportation modeling and air quality analysis. While the current level of effort adequately meets the minimum need, more emphasis must be placed on establishing better parameters and relationships that can only be developed through travel demand based research. Increasing reliance is placed on travel demand modeling for investment decisions, development mitigations, comprehensive planning, and air quality attainment. Modeling itself requires continuing growth to a corresponding level of confidence. As a result of this growing need, SRTC will need to rely on STP, Section 5307, and CMAQ funding to supplement traditional planning funds. This is particularly true for the Home Interview Survey being conducted in the 2005 work program year, which will be incorporated into the travel demand model during the 2006 Work Program year.

Lastly, SRTC is continuing participation in the WSDOT Transportation Plan. The funding provided has reduced the additional burden on the already strained UPWP budget. While the approach is sound, the ability to complete the Federal requirements for MPO/TMAs and then the State's process will take some significant coordination to ensure a seamless message and analysis during the next two years.

### **Unified Planning Work Program Activities:**

The balance of this UPWP describes planning activities that will be undertaken by SRTC from July 1, 2005 through June 30, 2007. Ten major work program categories are identified:

- 43406 Metropolitan Transportation Plan
- 43407 Transportation Investment Analyses
- 43409 Congestion/Concurrency Management/SRTMC
- 43411 Program Management and Administration
- 43412 Inter-local Coordination
- 43413 Annual Documentation
- 43414 Transportation Modeling
- 43415 Transportation Geographic Services
- 43418 Base Line Data Collection Program
- 43419 Transportation Air Quality Planning
- 43420 Transportation Safety and Security Planning

The identified work program categories, in most cases, are a continuation of tasks appearing in the FY 2006-2007 UPWP. This reflects the ongoing nature of regional transportation planning. Some categories such as 43411 - Program Management and Administration and 43412 – Inter-local Coordination reflect the incorporation of new planning requirements published by FHWA and FTA. Each work task has an identified objective, generalized scope of work, anticipated product, as well as estimate of cost and available resources. Revenue is identified as being Federal Transportation Planning (FTP), Regional Transportation Plan (RTP), Other Funds, or local funding sources.

## **2006-2007 WORK PROGRAM TASK CATEGORIES**

### **43406 - Metropolitan Transportation Plan**

#### **Objective:**

Maintain a current Metropolitan Transportation Plan that reflects the regional goals and objectives, meets the transportation needs of the Spokane area, and at the same time maintains the quality of life and improving air quality.

#### **Scope of Work:**

1. Revise and update forecasted travel demands in the MTP based on the 2005 Home Interview Survey and land use data derived from building permit activity.
2. Evaluate the effect of growth and development on performance of the regional transportation system (roadway, transit, and alternate forms of transportation).
3. Evaluate various transportation improvement scenarios to maintain and enhance the movement of people and goods in and through the region. Improvements to be evaluated include at a minimum:
  - Facilities Development including those being identified by WSDOT
  - Operational Improvements through the use of Intelligent Transportation Systems (ITS) and Transportation System Management (TSM) strategies
  - Update of the Regional Pedestrian and Bicycle element of the MTP
  - Conformity Review with the Clean Air Act
  - Provisions for Para transit and Special Needs Transportation
  - Incorporate financial forecasts as conditions change through legislative action
4. Provide for public input, review, and comment during development of alternatives and recommended solutions developed through the corridor study development process.
5. Ensure the TEA-21 planning factors continue to be considered, including changes brought about through the current federal reauthorization bill.
6. Conduct conformity reviews on alternatives that may be proposed for the transportation plan. This includes the air quality and impacts on alternative modes.
7. Provide staff support and participation in development of the WSDOT Transportation Plan consistent with guidance provided by WSDOT for the 2006 Work Program year.
8. Conduct public education, involvement, and outreach that supports regional transportation planning activities consistent with the adopted public involvement policy.

9. Incorporate Metropolitan Transportation Plan components into local comprehensive land use plans through continued participation in the local GMA process (RCW 47.80.023).

- a. Review level of service methodologies used by cities and counties planning under Chapter 36.70 A to promote a consistent regional evaluation of transportation facilities and corridors; and
- b. Periodic updates, from local jurisdictions on what impacts are expected to state highways from future land use changes.
- c. Review the regional transportation plan biennially for currency and forward the biennial review to WSDOT (RCW 47.80.030)

**Product:**

Updated Metropolitan Transportation Plan for Spokane County and environmental documentation necessary to maintain the regional transportation system's conformity with Clean Air Act Amendments of 1990, TEA-21 legislation, and subsequent regulations promulgated jointly by FHWA, FTA, and National Environmental Policy Act (NEPA). Document the planning undertaken to ensure a multi-modal transportation system is considered as part of the decision-making process.

**Revenue Source:**

**43406 - Metropolitan Transportation Plan**

	<u>FHWA</u>	<u>WTP</u>	<u>LOCAL</u>	<u>TOTAL</u>
2006	2,000	36,464	1,000	39,464
2007	2,000	36,464	1,000	39,464

## **43407 - Major Investment Analyses**

### **Objective:**

Conduct analyses of major transportation investments consistent with federal regulations for the evaluation of alternative modes, as well as TSM and Transportation Demand Management (TDM) to minimize the need for additional single occupant vehicle capacity in identified growth corridors. This activity also takes into account the ability to incorporate environmental streamlining as part of the regional transportation planning process.

### **Scope of Work:**

1. Northeast Transportation Study and the local systems connection to the North Spokane Corridor.
2. West Plains to North Spokane Corridor study.
3. Bridging the Valley Transportation Project to continue design, engineering, and management support for the corridor project.
4. One additional study that may emerge during the course of the two-year period.
5. Provide for public and agency scoping input, review, and comment during development of alternatives and scoping for socio-economic and environmental impacts, analysis, and recommended solutions. This may include refining alternatives that may be considered as part of the Spokane Streetcar study.
6. Ensure the TEA-21 or subsequent planning factors have been considered as required during development of the major investment analyses, as well as re-assessing previous corridor studies that may be impacted by the new legislation.
7. Conduct conformity review on alternatives that may be proposed in major investment analyses.
8. Incorporate when necessary major investment recommendations into the Metropolitan Transportation Plan and the necessary components into local comprehensive land use plans.

### **Product:**

Prepare documents that form the basis for determining the inclusion of major investments into the Metropolitan Transportation Plan. Ensure that preparation of the analysis is consistent with the regulations developed jointly by FHWA and FTA related to project development and environmental streamlining.

### **Revenue Source:**

#### **43407 – Major Investment Analysis**

	<b>STP</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2006</b>	<b>250,000</b>	<b>40,000</b>	<b>290,000</b>
<b>2007</b>	<b>125,000</b>	<b>20,000</b>	<b>145,000</b>

## **43409 – Congestion/Concurrency Management/SRTMC**

### **Objective:**

Operate a Congestion/Concurrency Management System and Spokane Regional Traffic Management Center (SRTMC) in a Transportation Management Area (TMA) consistent with federal regulations, which rightfully identify the importance of safety, security, management, and operations of our regional transportation system. Ensure the Congestion Management System (CMS) provides reliable surveillance, accurate and quality data, as well as appropriate and timely responses to emerging traffic congestion conditions. To analyze the effects that regionally significant transportation projects can have on current and future travel conditions.

### **Background:**

SRTC has adopted an Intelligent Transportation System (ITS) Regional Architecture Plan, as well as an ITS Implementation Plan, which is annually reviewed by the SRTC and SRTMC. In addition, SRTC has an approved Concurrency/Congestion Management Plan that addresses the requirements of the Growth Management Act. During 2005, the SRTC Board authorized staff and directed the Transportation Technical Committee (TTC) to begin developing a regional approach towards funding regionally significant cross-jurisdictional corridor improvements.

### **Scope of Work:**

1. Develop a travel time data-gathering program to regionally significant corridors in conjunction with expansion of the SRTMC deployment efforts and explore the possibility of STA Automated Vehicle Locator (AVL) and Radio System capabilities as part of the ITS effort.
2. Support the SRTMC through the Operating Board established by inter-local agreement in 1999. Integrating new participants in the effort such as Washington State Patrol (WSP), Emergency Services etc.
3. Provide analysis on ways to reduce congestion within the corridors or at identified intersections consistent with the Level of Service "E" peak-hour and "D" off-peak thresholds established in the congestion management system. SRTC will use current traffic models to evaluate potential strategies for the including the analysis of levels of service to determine
4. Expand the SRTMC deployment consistent with the adopted ITS Architecture Plan to facilitate and utilize the deployment of ITS technology as an integral part of the CMS program for data gathering, data analysis, safety and security surveillance of critical transportation infrastructure, as well as system modifications and enhancements.
5. Conduct before and after studies on specific projects to assess the actual benefit derived from the transportation investment.



6. Develop an annual report on congestion in the Spokane area and efforts undertaken during the year to address identified problems.

7. Continue to evaluate GMA goals and policies affecting transportation for their impact on congested corridors and levels of service in the Spokane area. SRTC will test the effects of these policies using the current travel demand models to evaluate policy impacts on mode choice and new corridor development impacts.

**Products:**

This task will provide staff support and capital investments to conduct technical analyses and reports necessary to fulfill the reporting requirements contained in State and Federal regulations. This includes actual in-field data collection efforts and level of service evaluation and approved models and methodology. The primary products will be a level of service review, continued implementation of the SRTMC, as well as the development and evaluation of potential CMS projects.

**Revenue Source:**

**43409 - Congestion Management System**

	<b>FHWA</b>	<b>CMAQ</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2006</b>	<b>2,000</b>	<b>250,000</b>	<b>100,000</b>	<b>352,000</b>
<b>2007</b>	<b>2,000</b>	<b>250,000</b>	<b>100,000</b>	<b>352,000</b>

## **43411 - Program Management and Administration**

### **Objective:**

Provide for management of transportation planning activities through designation of staff to UPWP activities, initial project scoping and work program development, general coordination with other agencies or jurisdictions involved with transportation, budget preparation, monitoring, and adjustments. Provide adequate educational and training opportunities to enhance staff productivity and capability.

### **General Scope of Work:**

1. Prepare MPO calendar year budget for review and approval by participating agencies and jurisdictions.
2. Maintain budget and accounting records by category and revenue source as necessary to prepare monthly billings, quarterly progress reports, and support audit activities.
3. Provide notices, minutes, and general staff support to transportation related committees and meetings.
4. Attend relevant meetings, seminars, workshops, and conferences necessary for the completion of the UPWP and to maintain a high level of awareness of timely transportation topics.
5. Provide staff supervision, evaluation, and management of agency activities.

### **Products:**

This task will result in agency oversight necessary to accomplish the 2006-2007 UPWP, while fulfilling financial, programmatic, and staffing requirements. Continue to improve productivity and interest through training and team involvement on various projects.

### **Revenue Source:**

## **43411 - Program Management and Administration**

	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2006</b>	<b>15,000</b>	<b>2,000</b>	<b>5,000</b>	<b>3,000</b>	<b>25,000</b>
<b>2007</b>	<b>15,000</b>	<b>2,000</b>	<b>5,000</b>	<b>3,000</b>	<b>25,000</b>

## **43412 – Interlocal Coordination**

### **Objective:**

Maintain an ongoing participation process for disseminating relevant transportation planning information among jurisdictions and agencies participating in the transportation-planning program. Provide opportunities for participation by citizens, technical staff, and elected officials on activities being conducted as part of the transportation planning process. The CACT, TTC, and SRTC Board provide the formal settings where this exchange will occur. Additional workshops, meetings, and outreach programs will be held during the year on work activities to ensure public education and participation is provided. An additional objective in this category is to bring locally significant and timely workshops or seminars to Spokane for the purpose of training and educating local area planners, engineers, and the public on transportation related topics.

### **Scope of Work:**

1. Coordinate activities between SRTC staff, transportation committees, and local jurisdictions by providing necessary materials and staff time to adequately support the effort.
2. Provide coordination capabilities to participating agencies, when requested, in order to ensure timely responses to multi-agency requests from City, County, State, or Federal agencies. This typically will involve the coordination of public transit provisions into what would otherwise be traditional roadway projects.
3. Provide staff participation in technical studies and development reviews conducted by other agencies, as requested, to ensure regional transportation issues are incorporated in the decision-making process. This will be done to provide early incorporation in environmental issues related to transportation project development.
4. Provide staff support to the CACT, TTC, and SRTC Board. This includes providing resources to fulfill the public involvement process required by 23 CFR 450.316 (b).
5. Staff attendance to state and federal briefings, training, and conferences involving transportation related issues including working with Reverse Commute and Jobs Access agencies trying to coordinate transportation services in the Spokane County.
6. Participate with local groups and organizations involved in transportation issues and activities between SRTC and the Kootenai Metropolitan Planning Organization (KMPO), which was designated by the Idaho Governor in February, 2003.
7. Provide staff support and resources necessary to develop Spokane based training sessions on transportation-related subjects in order to support the educational needs of professionals actively involved in solving transportation issues.

8. Coordinate transportation planning activities affecting Spokane County by providing modeling support to adjacent counties through inter-local agreements.

**Products:**

Working relationships will continue with participating jurisdictions and agencies involved in the transportation decision-making process to ensure that issues that entail cross-jurisdictional boundaries are adequately addressed at the multi-jurisdictional level. Ensure the regional transportation planning process involves all relevant modes of transportation. Ensure public involvement is provided early and is ongoing so that adequate opportunities exist for local engineers, planners, and officials to receive necessary public input prior to making transportation decisions. Provide training on transportation related subjects in the Spokane area.

**Revenue Source:**

**43412 – Interlocal Coordination**

	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2006</b>	<b>67,000</b>	<b>3,000</b>	<b>6,000</b>	<b>11,500</b>	<b>87,500</b>
<b>2007</b>	<b>67,000</b>	<b>3,000</b>	<b>7,000</b>	<b>12,000</b>	<b>89,000</b>

## **43413 - Annual Documentation**

### **Objective:**

Complete documents and reports as necessary to fulfill the joint transportation planning regulations as promulgated by FHWA and FTA. In addition, prepare annual or quarterly progress reports, budgets, and financial statements necessary to adequately describe MPO and RTPO activities to funding agencies, transportation committees, the SRTC Board, and the community.

### **Scope of Work:**

1. Develop the 2005-2007 and 2006-2008 Transportation Improvement Programs for Spokane County as well as the associated documentation necessary to support its approval.
2. Develop the 2005 and 2006 Annual Report on MPO and RTPO activities.
3. Prepare the FY's 2008-2009 Unified Planning Work Program.
4. Update Title VI Civil Rights plan data annually.
5. Review STA compliance with FTA Financial Capacity requirements.
6. Compile and print the Metropolitan Transportation Plan Updates.
7. Prepare documentation and materials in support of the joint FTA/FHWA certification review in September 2006.
8. Documentation of public outreach efforts and assessments.
9. Functional classification revisions.

### **Products:**

Completion and adoption of all necessary reports and documents, previously defined above, fulfills the statutory obligation of the joint FHWA/FTA planning requirements and provides a meaningful opportunity to inform the public on projects and programs being conducted in the metropolitan area. Successfully complete the Federal recertification process in September 2006.

### **Revenue Source:**

#### **43413 - Annual Documentation**

	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2006</b>	<b>5,000</b>	<b>1,000</b>	<b>2,000</b>	<b>1,100</b>	<b>9,100</b>
<b>2007</b>	<b>5,000</b>	<b>1,000</b>	<b>2,000</b>	<b>2,000</b>	<b>10,000</b>

## **43414 - Regional Transportation Modeling**

### **Objective:**

Maintain the various regional transportation models used to evaluate changes occurring within the Spokane Metropolitan Area. Utilize nationally accepted software programs and methodologies to develop computer based network models that can readily analyze sub-area and corridor proposals, as well as the impacts of developing a multi-modal transportation system.

### **Scope of Work:**

#### **Corridor Studies and Sub-area Analysis:**

1. Continue to update SRTC's travel demand modeling programs to reflect new information and other data necessary to evaluate corridors or sub-area studies. This task will also incorporate the 2005 Home Interview study into the current and future year travel demand model.
2. Provide transportation modeling support to local jurisdictions and agencies for the purpose of evaluating transportation impacts associated with various comprehensive land use plans, zoning, or operational changes. This evaluation will be provided as requested by local agencies.
3. Provide analytical support to local jurisdictions and agencies for the purpose of evaluating transportation impacts associated with site-specific development proposals, which will have a significant impact on functionally classified arterials and potential impact on the regional transportation system. This analysis will be done as requested by local agencies.

#### **Ongoing Transportation Modeling Updates:**

1. Maintain updated employment data in the travel demand model at the traffic analysis zone level using City Business License, Employment Security, and Labor & Industries data. This data will be derived from Task 43415 using GIS based information.
2. Conduct level of service analyses on selected intersections reflected in the regional transportation model. This will be used to identify potential actions as required in the Congestion Management System corresponding with Level of Service "E" peak hour and "D" off-peak standards.
3. Continue to improve SRTC's regional transportation model and its ability to evaluate alternative modes of transportation by conducting a mid decade screen line traffic count program in September 2005.

4. Continue to update SRTC's trip generation/land use data files within the regional transportation model to maintain more discrete land use types by Transportation Analysis Zones (TAZ).

5. Update, as necessary, link and node capacities based on field verification of link characteristics, engineering design analysis, and bus route stops using the VISUM model implementation.

6. Evaluate recommendations coming from the Growth Management Act activities and report on the overall impacts to the regional transportation system including bus patronage. This will include redefining land use characteristics within traffic analysis zones to reflect various growth management boundaries, population, and employment reallocations based on Office of Financial Management forecasts.

**Products:**

This task allows for the continued capability to evaluate existing and proposed conditions in order to assess the probable impact of various land use and transportation improvement decisions. Provide local jurisdictions with reports that can be used in the decision-making process to assist them in recognizing the effects certain decisions will have on performance of the regional transportation system. This information can also be used to address issues involving growth management requirements such as concurrency and compatible land use design.

**Revenue Source:**

**43414 - Regional Transportation Modeling**

	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>WTP</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2006</b>	<b>120,000</b>	<b>40,000</b>	<b>29,000</b>	<b>55,000</b>	<b>30,000</b>	<b>274,000</b>
<b>2007</b>	<b>120,000</b>	<b>41,000</b>	<b>29,000</b>	<b>55,000</b>	<b>30,000</b>	<b>275,000</b>

## **43415 - Transportation Geographic Services**

### **Objective:**

Capability and capacity to provide transportation modeling and planning activities with reliable up-to-date data encompassing population, employment, generalized land use, socio-economic, and transportation-related information to participating jurisdictions and the general public. Provide the capability to analyze diverse spatial data for its impacts on growth, development, environmental justice, and transportation facilities or services.

### **Scope of Work:**

1. Update first generation population, employment, and land use data into the GIS, in order to fulfill transportation-planning efforts imposed by GMA, TEA-21, CAAA, and CAW.
2. Provide local jurisdictions and agencies with data as requested to fulfill transportation planning activities being undertaken.
3. Continue to work with cities and counties to incorporate their street and sidewalk inventory files.
4. Incorporate STA service changes into the GIS database, including type of service and accessibility. This includes the evaluation of proposed routes and service changes on demographic profiles and provide data necessary to incorporate operational level analysis into VISUM.
5. Update demographic profiles and patronage for individual bus routes. Spatially allocate future patronage using output from the mode choice model currently in effect for the Spokane area.
6. Incorporate the locations of known critical land areas during the early stages of project development consistent with the environmental streamlining initiative.
7. Conduct technical analyses on relationships of travel to bus routes, alternative transportation modes, and Vehicle Miles Traveled (VMT) estimates compared to the GMA related comprehensive plans being developed.
8. Incorporate data into the Geographic Information System (GIS) that is collected as part of the Base Line Data Collection effort identified as Task 43418.

### **Products:**

This task will provide the spatial information necessary to conduct most of the transportation-related planning, projects, and programs being considered within Spokane County. The ability to obtain and maintain data within the MPO, allows staff



and the participating jurisdictions the opportunity to respond to requests in a more timely and efficient manner. Additionally, this task provides for the capability to spatially analyze data that is traditionally difficult to work with, due to the size and complexity of data involved.

**Revenue Source:**

**43415 - Transportation Geographic Services**

	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>LOCAL</b>	<b><u>TOTAL</u></b>
<b>2006</b>	<b>100,000</b>	<b>26,408</b>	<b>5,000</b>	<b>23,000</b>	<b>154,408</b>
<b>2007</b>	<b>100,000</b>	<b>26,408</b>	<b>8,000</b>	<b>23,000</b>	<b>157,408</b>

## **43418 - Base Line Data Collection Program**

### **Objective:**

With passage of the TEA-21 legislation, additional emphasis is placed on the accurate and ongoing monitoring of the regional transportation system to assess its overall performance. The data being collected will be used in the congestion management program that has been developed as well as by EPA and FHWA to ascertain fulfillment of transportation control measures contained in the State Implementation Plan for air quality in non-attainment areas. This data will be used to evaluate the responsiveness of tasks contained in 43406, 43409, and 43414, where before and after studies will be used to evaluate the effects of transportation investment decisions.

### **Scope of Work:**

1. Maintain an ongoing seasonal vehicle classification count program for Spokane County. Count data at screen-line locations for modeling and congestion management system purposes.
2. Maintain the traffic count program to supplement City, County, and WSDOT counts currently taken to monitor Highway Performance Monitoring System (HPMS) sample locations, as well as monitor peak hour conditions on the regionally significant transportation system.
3. Obtain STA provided transit ridership data by route. Incorporate that data into the SRTC's GIS for analysis with other spatial data developed by STA as a part of their annual data collection efforts.
4. Continue to analyze the 2005 Home Interview Survey.
5. Conduct a mid-decade traffic count program at screen line locations.

### **Products:**

This task will provide reliable and necessary data for virtually every task undertaken within the transportation-planning program. Network modeling, public transportation alternatives, air quality, land use development patterns, growth management, major investment analyses, and individual project development necessitates the availability of base line data. This task will provide reports that can also be used by local jurisdictions, the economic development community, and the general public interested in transportation issues. Most important will be development of congestion management related data that will rely on information to assess progress made toward addressing congestion problems.

### **Revenue Source:**

## **43418 - Base Line Data Collection Program**

	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2006</b>	<b>10,000</b>	<b>2,000</b>	<b>4,000</b>	<b>3,000</b>	<b>19,000</b>
<b>2007</b>	<b>1,000</b>	<b>1,000</b>		<b>500</b>	<b>2,500</b>

## **43419 - Transportation Air Quality Planning**

### **Objective:**

To ensure the transportation system is accurately identified and equitably incorporated into Federal, State, and local air quality implementation plans developed in association with Spokane County Air Pollution Control Authority, WSDOE, and the Environmental Protection Agency.

### **Background:**

During the past several years, agencies in the Spokane area have been addressing the issue of carbon monoxide (CO) and particulate emissions (PM-10) as part of the State Implementation Plan (SIP). Based on this activity, considerable attention has been given to base data and the substantial impacts that transportation strategies could have on effectively reducing CO and particulate emissions. It is expected that no additional transportation control measures (TCM) will be necessary in maintaining air quality attainment once the Carbon Monoxide Maintenance Plan is approved by EPA in 2005.

### **Scope of Work:**

1. Provide technical analysis in fulfilling both regional and project level air quality conformity analysis as required by the Clean Air Act Amendments of 1990 and Clean Air Washington Act. This will include a status of all existing TCMs.
2. Provide technical support for updating as necessary Spokane's Carbon Maintenance Plans for both Carbon Monoxide and Particulate Matter.
3. Provide analysis of transportation modeling output for such activities as comprehensive land use plan changes and major transportation improvements. Evaluate potential impacts of these activities on air quality.
4. Provide project review during early planning stages to identify potential mobile source air quality concerns.
5. Provide coordination with WSDOT and WSDOE on air quality issues.
6. Develop, in conjunction with the transportation modeling efforts, forecasts of VMT and emissions for use in evaluating SIP progress and prepare necessary reports.

### **Products:**

This task will provide the staff support necessary to conduct the technical analyses and reports required by TEA-21 and CAAA of 1990. This includes air quality conformity analysis using Mobile 6, CAL3QHC/R, as well as other resources necessary to meet the various federal and state requirements imposed on the transportation system as they

relate to air quality. The product of this task will also help to ensure Spokane maintains and enhances its ability to remain a sustainable community.

**Revenue Source:**

**43419 - Air Quality Planning**

	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>LOCAL</b>	<b><u>TOTAL</u></b>
<b>2006</b>	<b>62,755</b>	<b>29,500</b>	<b>1,485</b>	<b>18,000</b>	<b>111,740</b>
<b>2007</b>	<b>71,755</b>	<b>29,500</b>	<b>1,485</b>	<b>19,000</b>	<b>121,740</b>

## **43420 – Transportation Safety and Security**

### **Objective:**

This task's objective would support the development of initial studies to evaluate safety and security measures in and around the Spokane Metropolitan Area. TEA-21 and implementing regulations require development of strategies to increase the safety and security in the movement of people and goods. The objective would be to develop strategies and operating characteristics to determine the feasibility of various safety enhancements or modifications as part of the overall transportation planning process.

### **Scope of Work:**

1. Conduct meetings with agencies and the general public to determine interest and concerns related to a transportation safety.
2. Identify alternative measures and early issue identification for both the highway and public transportation safety activities.
3. Conduct public participation to encourage public input.
4. Conduct potential fatal flaws analyses to determine locations consistent with environmental streamlining efforts.
5. Develop planning level cost estimates for implementation of various alternative measures.

### **Products:**

This task will begin the effort to develop concepts for transportation safety and security measures that would be feasible in the Spokane Metropolitan Area; and create cost estimates for use in informing the public about potential improvements.

### **Revenue Source:**

## **43420 – Transportation Safety and Security**

	<b>FHWA</b>	<b>FTA</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2006</b>	<b>2,000</b>	<b>1,000</b>	<b>1,000</b>	<b>4,000</b>
<b>2007</b>	<b>2,000</b>	<b>1,000</b>	<b>1,000</b>	<b>4,000</b>

**Spokane Regional Transportation Council**  
**Unified Planning Work Program**  
**Fiscal Years 2006-2007**  
**Revenue Forecast**  
**Table 1**

**FY 2006**

<b>TASK #</b>	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>CMAQ</b>	<b>WTP</b>	<b>STP</b>	<b>Local</b>	<b>Total</b>
43406	\$ 44,734				91,284		7,500	\$ 143,518
43407						250,000	40,000	290,000
43409	117,000			250,000			75,500	442,500
43411	15,000	2,111	3,353				3,000	23,464
43412	92,000	13,200	8,000				18,500	131,700
43413	6,000	500	2,000				1,600	10,100
43414	120,000	28,000	27,000		0		30,000	205,000
43415	115,000	29,408	5,500				26,000	175,908
43416	2,000	0					1,000	3,000
43418	31,000	4,400	4,400				6,500	46,300
43419	92,755	25,200	2,085				22,000	142,040
<b>Total</b>	<b>\$ 635,489</b>	<b>\$ 102,819</b>	<b>\$ 52,338</b>	<b>\$ 250,000</b>	<b>\$91,284</b>	<b>\$250,000</b>	<b>\$ 231,600</b>	<b>\$1,613,530</b>

revised 5/11/06

**FY 2007**

<b>TASK #</b>	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>CMAQ</b>	<b>WTP</b>	<b>STP</b>	<b>Local</b>	<b>Total</b>
43406	\$ 2,000				36,464		1,000	\$ 39,464
43407						125,000	20,000	145,000
43409	2,000			250,000			100,000	352,000
43411	15,000	2,000	5,000				3,000	25,000
43412	67,000	3,000	7,000				12,000	89,000
43413	5,000	1,000	2,000				2,000	10,000
43414	120,000	41,000	29,000		55,000		30,000	275,000
43415	100,000	26,408	8,000				23,000	157,408
43416	2,000	1,000					1,000	4,000
43418	1,000	1,000					500	2,500
43419	71,755	29,500	1,485				19,000	121,740
<b>Total</b>	<b>\$ 385,755</b>	<b>\$ 104,908</b>	<b>\$ 52,485</b>	<b>\$ 250,000</b>	<b>\$91,464</b>	<b>\$125,000</b>	<b>\$ 211,500</b>	<b>\$1,221,112</b>

**Spokane Regional Transportation Council  
Unified Planning Work Program  
Fiscal Years 2006-2007  
Expenditure Forecast**

**Table 2**

**FY 2006**

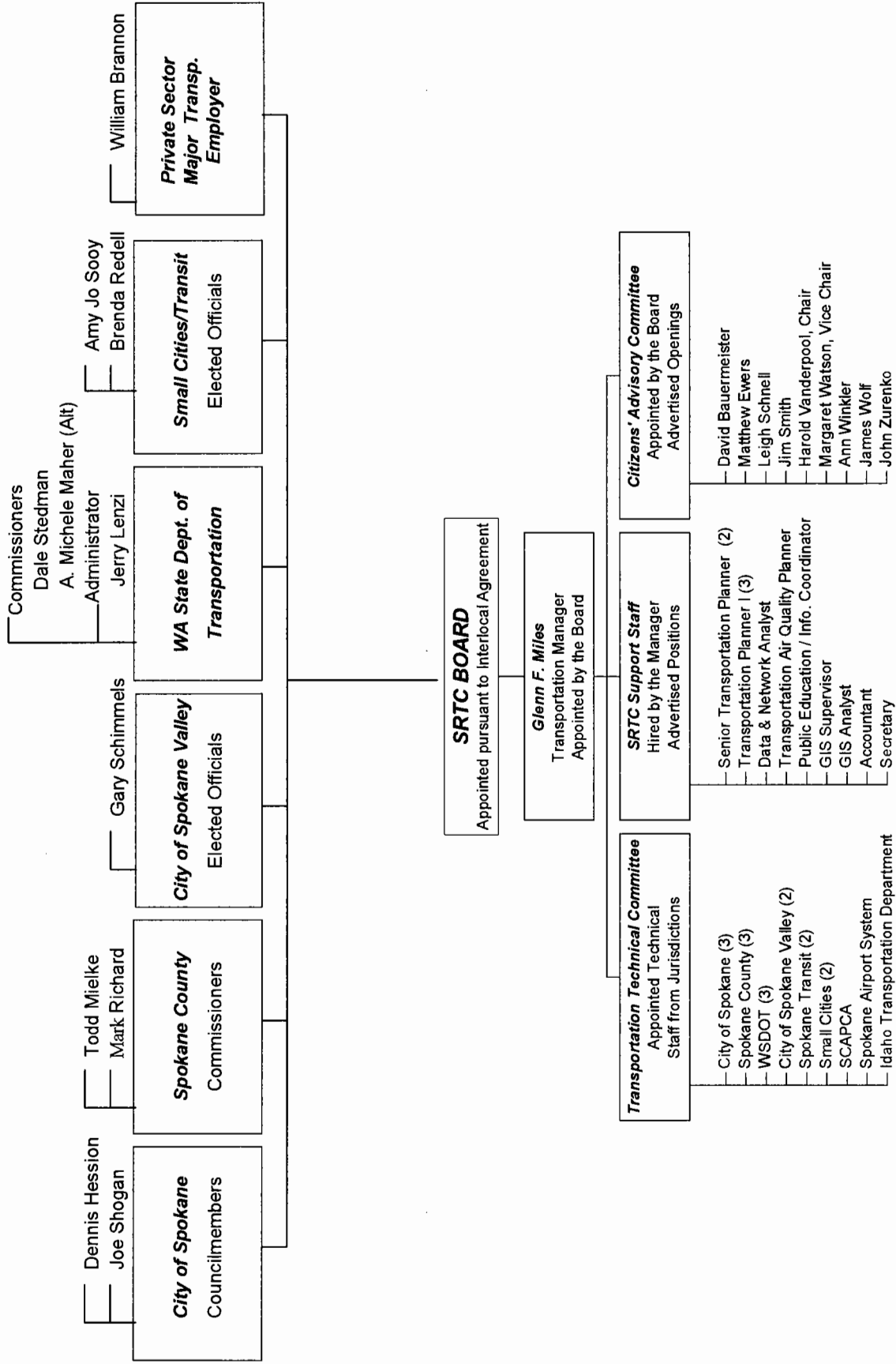
Task #	Personnel	Travel/Training	Equip/Software	Contract	STA	WSDOT	Total
43406	\$ 12,234			\$131,284			\$ 143,518
43407	163,500	1,500		125,000			290,000
43409	157,500	5,000	25,000	105,000		150,000	442,500
43411	20,964	2,500					23,464
43412	126,700	5,000					131,700
43413	9,600	500					10,100
43414	180,000	10,000	15,000				205,000
43415	160,908	5,000	10,000				175,908
43416	2,900	100					3,000
43418	22,800	500				23,000	46,300
43419	139,540	2,500					142,040
<b>Total</b>	<b>\$ 996,646</b>	<b>\$ 32,600</b>	<b>\$ 50,000</b>	<b>\$361,284</b>	<b>\$ -</b>	<b>\$173,000</b>	<b>\$ 1,613,530</b>
%of Total	61.77%	2.02%	3.10%	22.39%	0.00%	10.72%	100.00%

revised 5/11/06

**FY 2007**

Task #	Personnel	Travel/Training	Equip/Software	Contract	STA	WSDOT	Total
43406	\$ 39,464						\$ 39,464
43407	143,500	1,500					145,000
43409	62,000	5,000	50,000	85,000		150,000	352,000
43411	22,500	2,500					25,000
43412	84,000	5,000					89,000
43413	9,500	500					10,000
43414	265,000	10,000					275,000
43415	152,408	5,000					157,408
43416	4,000						4,000
43418	1,000	500		1,000			2,500
43419	119,240	2,500					121,740
<b>Total</b>	<b>\$ 902,612</b>	<b>\$ 32,500</b>	<b>\$ 50,000</b>	<b>\$ 86,000</b>	<b>\$ -</b>	<b>\$150,000</b>	<b>\$ 1,221,112</b>
%of Total	73.93%	2.66%	4.09%	7.04%	0.00%	12.28%	100.00%

# SPOKANE REGIONAL TRANSPORTATION COUNCIL (SRTC)





## **SPOKANE REGIONAL TRANSPORTATION COUNCIL**

### **SRTC BOARD OF DIRECTORS**

**2005**

William Brannon (Alternate).....	Private Sector
Dennis Hession.....	City of Spokane Council Member
Jerry Lenzi .....	WA St. Dept. of Transportation
A. Michele Maher (Alternate).....	WA St. Transportation Commission
Todd Mielke.....	Spokane County Commissioner
Brenda Redell .....	STA Representative
Mark Richard .....	Spokane County Commissioner
Gary Schimmels (Vice Chair).....	City of Spokane Valley Council Member
Joe Shogan.....	City of Spokane Council Member
Amy Jo Sooy (Chair).....	Small Towns Representative
Dale Stedman .....	WA St. Transportation Commission
Pat Dalton .....	Legal Counsel

### **SRTC MEMBER JURISDICTION & AGENCIES**

City of Spokane  
Spokane County  
City of Spokane Valley  
Spokane Transit Authority  
Washington State Department of Transportation  
Washington State Transportation Commission  
City of Airway Heights  
City of Cheney  
City of Deer Park  
Town of Fairfield  
Town of Latah  
City of Liberty Lake  
City of Medical Lake  
Town of Millwood  
Town of Rockford  
Town of Spangle  
Town of Waverly

## TRANSPORTATION TECHNICAL COMMITTEE

2005

Tom Arnold .....	City of Spokane Engineering
Bob Brueggeman .....	Spokane County Engineering
Larry Chatterton .....	WSDOT, Eastern Region
Ron Edgar .....	SCAPCA
Sean Hoisington (Ex-officio Representative) .....	Idaho Transportation Department
Gordon Howell .....	Spokane Transit Authority
Ross Kelley .....	Spokane County Engineering
Neil Kersten .....	City of Spokane Valley
Roger Krieger .....	City of Deer Park
Don MacDonald.....	City of Cheney
John Mercer .....	City of Spokane Public Works
Keith Metcalf .....	WSDOT, Eastern Region
John Pederson .....	Spokane County Planning
Jerry Sinclair .....	City of Spokane Capital Programs Department
Harold White .....	WSDOT, Eastern Region
Steve Worley .....	City of Spokane Valley
Unknown at this time .....	Spokane Transit Authority

**CITIZENS' ADVISORY COMMITTEE ON TRANSPORTATION**

**2005**

David Bauermeister  
Matt Ewers  
Leigh Schnell  
Jim Smith  
Harold Vanderpool (Chair)  
Margaret Watson (Vice Chair)  
Ann Winkler  
W. James Wolf  
John Zurenko